

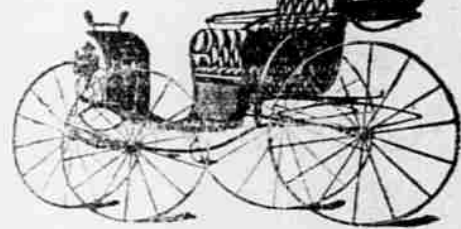
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THE NEWS OF THE WATERFRONT

Nippon Maru From the Coast--

Beckley a Licensed Master--

Transport Sheridan.



John Hilo, Mate of the James Makee.

JOHN HILO, the mate of the steamer James Makee, of the Inter-Island Steam Navigation Company, has been in the service of the company for fourteen years and is known as an expert in matters pertaining to the rocky coasts of these islands. He was only recently made mate, having been second mate of the Makee for two or three years prior to his promotion. He is a native of Hawaii, a remarkable swimmer, a splendid sailor, a good worker, an artist with the guitar, a sweet singer and a popular man with his employees.

THE Nippon Maru arrived from San Francisco yesterday morning, having sailed from that port on the 19th instant. She was expected here on Monday evening, but was delayed by rough weather and head winds. She brought a large amount of mail for Honolulu.

L. Givernand and valet, Mr. and Mrs. Charles Givernand, Dr. H. J. Torrilhon, Colonel G. H. Higber and wife, Miss A. Kelly, Mr. and Mrs. J. L. Smith, W. B. Jones, T. P. Shermer, Mr. and Mrs. H. S. Griggs and Mrs. W. D. Townsend, bound for the Orient, will remain over in Honolulu for a while, resuming their journey on some future steamship of the Toyo Kisen Kaisha line.

Passengers bound through to the Orient were: T. Baba, T. Iwai, Dr. K. Kitasata, H. Locksmith, J. Kuichi, Miss C. M. Osborn, M. Shanshi, T. Watani, Mrs. Madeline Boyd, Y. Suen Chan, T. Inoue, J. A. Jarvis, S. Ku-masaki, T. Yoyani, Prof. N. Motsumi, Dr. T. Suzuki, S. Toyo, Mr. and Mrs. R. E. Whitney, Consul General and Mrs. John Goodnow, G. E. Tucker, W. W. Williams, T. H. Bowers, T. J. Cowan, R. H. Curtis, C. D. Perrine, W. B. Jones, C. Lewis, Geo. C. Walker, Julius Cohn, Wm. L. Crassan, Rev. E. S. Eby, S. B. Kurtz, Mr. and Mrs. G. A. Marshall, C. Tacin, Mrs. Chas. Wesel and Walter N. Will.

The outgoing passenger list on the Nippon Maru is unusually large for this trip. Nineteen cabin passengers will be taken to Nagasaki, Yokohama and Hongkong, and ninety Japanese and seven Chinese are in the steerage. The Maru sailed for the Orient at midnight.

Those departing from Honolulu were Miss Ackerman, Miss Murcutt, E. W. Dickerson, Dr. Robert Merckensin, Mr. and Mrs. F. Taylor, Mr. and Mrs. Frank R. Falk, S. Fortin, Dr. H. Ten Kabe, Albert Simon, B. Honig, Frank Ike, H. K. Belden, J. J. Nibblov, Anthony Sneye, J. E. Foutz and J. Harvey.

Schooner is Going to Pieces.

The steamer Noeau brought late news yesterday morning concerning the wrecked gasoline schooner Surprise, at Koloa, Kauai.

The Noeau came from Anahola, Purser Adams reports that the Surprise is in a bad condition and that she is likely to go to pieces at any time. It is thought that some of her machinery may be saved, however, and a portion of the cargo has already been landed from the wreck. As all news of the Surprise had to be received over the telephone, Purser Adams could not get many particulars concerning the vessel. The members of the crew of the Surprise are expected to arrive here today on the steamer W. G. Hall.

Zealandia Will Go to Hilo.

Yesterday morning the Oceanic steamship Zealandia moved from the channel wharf over to the Oceanic wharf, where she commenced to discharge about 300 tons of freight for this port.

Tomorrow morning she will go to Hilo, where she will load sugar and sail for San Francisco.

The Zealandia will return to these islands before long with another load of Porto Ricans from Port Los Angeles.

Beckley Gets His License.

Purser George C. Beckley of Wilder's steamer Kinau is now a licensed master and pilot of ocean steam vessels and now has the right to act in such capacities in the Pacific Ocean, between these islands, aboard steam vessels of 1,500 tons gross and under and pilot from Honolulu to sea and return. It may be news to many that Beckley is a navigator. He has followed the sea for thirty-eight years

and bought the steamers Helene and Lehua to this port from the Coast.

Wireless Message for Mutton.

Two hundred sheep, save one, were brought to Honolulu yesterday by the schooner Golden Gate from Lanai for the Metropolitan Meat Company. These sheep were ordered last week by wireless telegraph. Manager Waller sent a message on Tuesday last to Aika Dowsett, Lanai, telling him to send an immediate shipment of sheep by the schooner Golden Gate. The order was received without any trouble and was filled, the sheep arriving in good shape on the schooner.

Where the Porto Ricans Go.

On Monday afternoon the steamer Waialeale took forty families of the Porto Ricans, who arrived on the Zealandia, to Makaweli plantation. The Hamlet took seventy-five families to Kihuna, thirty families to Oahu plantation, on this island. Yesterday the Kinau and the Claudine took the rest of the laborers to the other islands. Eight families went to Spreckelsville, twenty families to Paia, eight families to Waikuku, ten single men to Olowalu and thirty-seven families to Kihel. Another death has occurred among the immigrants since their arrival here.

The Transport Sheridan.

The transport Sheridan, now lying at Navy wharf No. 1, was almost an hour late in leaving San Francisco on the 16th instant. A late Coast paper gives the reason of the delay as follows:

"The Sheridan was forty minutes late in getting away, the delay being due to the non-arrival of Captain T. A. Baldwin's baggage. When the trunks finally arrived everybody knew it. A four-mule team, dragging a big commissary wagon, came tearing down the dock, kicking and rearing and plunging, and was hauled up cleverly in front of the gangplank. The baggage consisted of four trunks, a baby carriage and a tiny bathtub. Captain Baldwin evidently intends to make a stay in the Philippines."

Among the passengers on the transport are Lieutenant Crimmins and his wife, who was formerly Miss Margaret Cole of San Francisco. They were showered with rice as they boarded the transport at the wharf in San Francisco by their many friends who had gathered to wish them a pleasant voyage. Mrs. Crimmins shared her husband's tent at the Treadwell, so she knows something of a soldier's life.

First Lieutenant Jack Barnes, a son of the General, is in command of Company A of the Twenty-seventh Regiment, aboard the transport. The men of his company made him a present of a handsome meerschaum pipe and a silver matchbox before sailing from San Francisco. Barnes is thought a great deal of by his command.

Another Carnegie Scheme.

Another of Andrew Carnegie's dreams is nearing realization. That is the establishment at New York of the greatest shipbuilding yards in the world right alongside the largest iron and steel plant ever projected. Staten Island is the place named for these industries, and some recent purchases of several hundred acres of shore land are said to have been made with this object finally in view.

It is authoritatively learned that the plans of the big steel combination do not contemplate that the constituent companies of the new \$800,000,000 United States Steel Company shall lose their identity. It is understood that a plan will be followed similar to that adopted when the Federal Steel Company was formed. That company took over stocks of the Minnesota Iron Company, Illinois Steel Company, Elgin, Joliet & Eastern Railway Company, Lorain Steel Company of Ohio and Lorain Steel Company of Pennsylvania, issuing its own stock in exchange. Each of the companies is operated under its own charter and organization, the revenues of the Fed-

eral Steel Company being derived from the earnings of the constituent companies above operating expenses. About the same idea is expected to be exemplified on a grander scale in the case of the United States Steel Company.

It was reported by way of Philadelphia that the new steel company, besides having capital stock made up of \$400,000,000 7 per cent preferred shares and \$400,000,000 common shares, will issue \$300,000,000 first mortgage 5 per cent bonds and exchange \$100,000,000 of the bonds for \$160,000,000 of the bonds of the Carnegie Steel Company. Andrew Carnegie is to get \$124,500,000 of the remaining \$140,000,000 for his \$88,000,000 of Carnegie Company stock. Carnegie's holdings of the new bonds will be the Philadelphia report states, \$207,500,000, yielding a yearly income of \$10,375,000, and he will get no stock in the new company. Among the large holders of the new company's stock who will be prominent in its management will be H. H. Porter, E. H. Widener, W. L. Elkins, W. H. Moore and partners of Carnegie.

The combination not only eliminates Carnegie from active participation in the steel and iron business of the country, but also minimizes John W. Gates and his methods of doing business. That the formation of the new company will have no effect upon the money market was stated positively by the important interests identified with the transaction. The notable strength displayed in the stock market by preferred stocks of a number of steel companies which will be included in the combination, coincident with a decided weakness in the common stocks, led to talk that in the carrying through of the deal preferred stocks will get better treatment than common. It was stated in quarters that are well informed that the common stocks will certainly be dealt with very safely.

One important step has been taken incident to the formation of the great steel combination. The plans under way are comprehensive enough to include the acquisition and control of certain coal and iron railways operating in what will be the steel and iron territory. The first reported accomplishment appears in the purchase of the control of the Cleveland, Lorain and Wheeling Railroad. Final details of this transaction have been completed at the banking offices of Blair & Co. and J. P. Morgan & Co. Along the line are a variety of prosperous industrial properties. In the syndicate which acquires the property Federal Steel interests are prominent. One of the most important members of the syndicate is Norman B. Ream.

The Pyrenees Sold.

A ship costing \$150,000 was sold in San Francisco on the 18th instant, at the Merchants' Exchange, for \$255,000. The ship, a British four-masted ship Pyrenees, now lying high and dry on the edge of a lagoon at Manga Reva, in the Gambier group, in the South Sea, and the sale was made subject to the approval of the owners, J. Hardie & Co., Glasgow, Messrs. Eschen & Minard, exporters, of San Francisco, were the purchasers. They expect to take the ship, or what remains of it, to San Francisco, but an investigation of the vessel's condition will first be necessary and months will elapse before the ship, even under favorable conditions, can reach the Coast. Manga Reva is over 4000 miles from San Francisco, in a direct line, and the question of towage is one of the big items to be considered. It is, however, possible that the Pyrenees can be acced in shape to make the trip under her own sail, as was done many years ago in the case of the bark Anne Johnson, now plying between the Coast and Hawaii. The Anne Johnson was formerly the ship Ada, wrecked and after being abandoned in the South Sea, with a burning cargo of coal, ran ashore in the Society group and was later secured by Andrew Crawford. The fire having been quenched, the Pedale was rigged up, taken to San Francisco and converted into a bark that is still in fine condition. It will be remembered that the Pyrenees, which sailed from Tacoma on October 14 last with a cargo of 350 tons of wheat and barley, caught fire in the cargo on November 16, nineteen days after leaving Tacoma, and his crew for sixteen days, covering a distance of 2000 miles before Manga Reva lagoon was reached and the burning ship beached. The captain and crew were on the little island for a week after beaching the Pyrenees, and when they left for Tahiti the masts were still standing, but the cargo of grain was burning. A native on the island was hired by Captain Bryce for 20 shillings a week to remain in charge of the stranded ship.

Mariposa Reaches Port.

Two days sooner than expected the steamer Mariposa, Captain Rennie, reached San Francisco from Honolulu at 9:30 o'clock in the morning of the 18th instant. The Mariposa left Honolulu on the 12th at 10:50 a. m., and the trip to San Francisco was consequently made in a little over five days and twenty hours, notwithstanding rough seas and a head wind that prevailed nearly the entire distance. On the trip down to Honolulu as well as the Mariposa was in rough weather, but was not materially delayed, although the steamer China, which left San Francisco a day before the Mariposa, did not reach Honolulu until the seventh day, only two hours ahead of the Mariposa.

Shipping Notes.

At 8 o'clock this morning the Zealandia sails for Hilo to load sugar for San Francisco.

Captain Simerson of the steamer Mauna Loa took the steamer Waialeale to Kauai on Monday, as Captain Piltz had been sent out on the steamer Noeau. Captains Bruhn, Wyman and W. T. Thompson had to remain in port to take their examinations. All of the captains have passed now, however.

The transport Meade is now due at San Francisco from Manila, via Nagasaki.

The transports Indiana and Pennsylvania are on the way to the Coast from the Philippines.

Transports Hancock and Kilpatrick sailed from Manila on the 17th instant for San Francisco. This is the first trip of the Kilpatrick across the Pacific.

The brig Consuelo, twenty-one days from Mahukona, arrived at San Francisco on the 17th instant with a cargo of sugar.

This morning at 10 o'clock Berger's band will play aboard the transport Sheridan at Navy wharf.

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